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THE SALT LAKE HERALD

TWENTY-EIGHTH YEAR.

SALT LAKE CITY, UTAH: MONDAY, APRIL 25, 1898

You Get Some News

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NUMBER 148

BLOODLESS VICTORIES OFF HAVANA HARBOR

Glowing Account of the Chase and Capture of Spaniards By Sampson's Ships.

RUN AFTER AN ITALIAN MAN-OF-WAR,
SUPPOSING IT TO BE THE VIZCAYA

A Day and Night Big With History and Giving Ample
Proof of the Efficiency of Our Navy.

Example of the Grim Irony of Fate Which Gave to the Dauntless, the Famous Ex-Fillbuster, the First Opportunity to Tow a Prize to the United States—Sea Pictures off Havana—Blockade Began at Matanzas—Description of Recent Events Recall the War of 1812 With More Vividness Than Any Historical Incidents of the War of the States.

On Board the Associated Press Dispatch Boat Dauntless, Key West, Fla., April 24.—The Associated Press dispatch boat Dauntless arrived in this harbor yesterday before midnight, having in tow the first sailing vessel prize of the campaign, the schooner Mathilde, of Havana, 60 tons, loaded with rum. When the Dauntless left the main fleet, under Rear Admiral Sampson, at 3:15 o'clock on Friday afternoon, which seemed a thorough blockade of Havana had been successfully established. The fleet range from eight to ten miles from shore, along which they are extended to fully 20 miles, in the following order, running from west to east: Mayflower, Iowa, Newport, Detroit, Marblehead, Indiana, New York, Washington, with the torpedo boat Porter attending the flagship.

HAVANA IN VIEW.
Morro Castle and the city of Havana are in good view from the flagship with glasses, but the coast, as is always the case, is covered with a haze. No news of what is occurring in the blockade city has been obtained, and the newspaper men are equally in doubt as to the intentions of Rear Admiral Sampson and the United States Government.
Soon after 9 o'clock yesterday morning the Amphitrite, Puritan, Cincinnati, Castine, Machias and three torpedo boats, after much interchange of signals, parted company with the flagship, sailing in a northeasterly direction, presumably to blockade Matanzas, Cardenas and Sagua la Grande. Owing to her late arrival on the previous night, and with delays on the following days, the Associated Press dispatch boat Dauntless was the last boat of the naval and newspaper fleets to leave Key West on Friday morning.

LAST TO LEAVE KEY WEST.
At 7:55 a. m., with her anchor astern, the Dauntless got under way, with plenty of steam up, and with a determination among those on board not to be the last to pass the Sand Key light. She passed out with a 12-knot rate of speed. Then she squared away for the fleet, not even the smoke of which was visible at the time. The Dauntless dashed ahead until 9 o'clock, when many black streams were seen making parallel lines across the southern horizon. Ten o'clock, and the vessels of the fleet could be counted, even to the torpedo boats. The maneuvers of the squadron were noted, but, of course, their purpose was not understood.
At 11 o'clock the Dauntless passed the cruiser Wilmington, at the rear of the long-strung-out line, with its torpedo boat flankers. Until noon there were more or less exciting brushes with one or the other of the newspaper boats.

At 12:30 p. m. the order was given to slow down, the Dauntless then being to the eastward and ahead of the flagship New York, and ahead of the long line of newspaper tugs and yachts. The Dauntless left Key West one hour and 20 minutes behind the other boats, but in four hours and a half she was at the head of the procession, and Captain Floyd, who knows the boat better than any living person, remarked: "She can't beat 14 knots at her best, but it

the hawser tightened and the Mathilde, following the Dauntless, was rushed through the water toward Key West. The passage was a rough one, of course, but it was no worse than usual, and without any special event to chronicle.

HONOR WORTH COVETING.
To the flagship New York belongs the honor of firing the first shot that announced the intention of the United States to establish the blockade of the port of Havana. The scene of this opening event of what may prove to be the prolonged hostilities between the governments of the United States and Spain, was just off the coast of Cuba, at a point about ten miles east of Morro Castle. The shot was fired across the bow of the Spanish steamer Bilbao, outgoing bound from Havana. She hove to immediately, and in the course of an hour a prize crew from the flagship was in charge of her and she was on her way to Key West. The capture of the Bilbao occurred at 5 o'clock on Friday afternoon, in view of the Associated Press dispatch boat Dauntless, which was the nearest vessel to the New York at the time. An hour before the fleet, with the Mayflower and the torpedo boats, was proceeding about nine knots speed from Key West to the Cuban coast. The vessels were then about 20 miles north of Havana. A haze hung over the southern horizon, and the faintest outline of the shore could be seen at intervals.

STARTED ALONE.
Suddenly the New York quickened her speed and went alongside the Mayflower, and the leading torpedo boat. She halted a moment and signaled some instructions to the remainder of the fleet, and then drew away from the others and started alone in a southerly direction. Faster and faster she went, and longer grew the distance between her and the other ships. Black smoke poured from her funnels, and she appeared to be going at a rapid 22-knot record, made on the trial trip. At first it was supposed she was making for the entrance of Havana harbor, with the intention of laying outside and sending boats ashore with some formal communication to the authorities, possibly giving them 24 hours' notice of a bombardment.

It soon became apparent that the New York was heading to the eastward of Morro Castle, and the real object of her chase became discernible against the dark background of the low hills on the coast. The lookout in the Spanish colors flying from a Spanish harbor, which had just left Havana harbor, those on board the New York must have seen the New York overhauling them, but they made no pretense of stopping. The chase continued for nearly an hour, and by that time the New York had passed the steamer and stopped about half a mile off her port bow. In another moment there was a puff of smoke from the side of the New York, followed by a short burst of the main battery. The shot passed over the bows of the steamer and threw up a great spray when it struck the water.

There was no mistaking its meaning. The steamer stopped its engines immediately and swung around in the heavy sea, which was running. The next move came promptly. A large white boat was lowered from the New York, filled with sailors and marines, fully armed and in charge of an officer. The prize proved to be the Pedro, of about 2,000 tons. She was apparently in ballast or had a light cargo. The sea was just sinking below the horizon when the prize crew from the New York climbed over the side of the Pedro, and a few minutes later the Spanish ensign was hauled down.

CHASING A GERMAN.
While this was transpiring, the outlines of another steamer were seen several miles to the westward. Dusk was gathering and it was impossible at that distance to distinguish her nationality, but the New York put out for her as soon as she had cast loose the white boat containing the prize crew of the Pedro.

The New York then fired another blank shot of warning to "heave to" in the direction of the second steamer sighted by the flagship, and upon gaining proper distance, the New York fired a second shot, this time across the bows of the second steamer, and the latter hove to at once.

Upon investigation it was learned that she was a German steamer that had just left Havana.
Ensign F. H. Brumby, who boarded the German frigate, reported that she was a tramp steamer, the Remus, Captain Schwarner of Hamburg, bound from Havana to Santiago de Cuba, in ballast. The commander of the Remus said he knew nothing of war having been declared by the United States and Spain, and Ensign Brumby made the usual apology.
The Remus was then permitted to proceed, after having had a more nar-

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UTAH'S QUOTA IN CAVALRY.

Mountain States Expected to
Furnish Mounted Troops.

TO BE MUSTERED IN
PROBABLY TOMORROW

Utah, Idaho and Nevada May Send
a Regiment.

Destination of the Utah Volunteers
Not Yet Determined—New Recruits Will Not Be Sent to Cuba Until Thoroughly Inured to Hardship—Cubans Will Do the Fighting at Present—Twenty-fourth at Chattanooga.

Washington, April 24.—The call to governors of states for volunteer troops will be issued tomorrow noon. It is expected that the intermountain states will be asked to furnish cavalry, as far as possible. Utah, Idaho and Nevada, may be asked jointly to furnish one cavalry regiment. Utah's quota in the volunteer army is 425; Idaho, 222, and Nevada, 138, making a short regiment.

THE NEW RECRUITS.
The Utah troops will probably be mustered into the United States service Tuesday, but it cannot be learned their destination is yet determined.

Will Not Go to Cuba Until Inured to Hardship.

Washington, April 24.—Secretary Sherman said today that it was his expectation that for the present and the immediate future the insurgent army would do the greater part of the fighting in Cuba. He added the statement that there was no intention of taking the militiamen and new recruits into Cuba until thoroughly inured to the hardships of actual military life, and that probably the regulars would be held in this country until later in the season. The secretary expressed the opinion that Admiral Sampson's fleet would take the first opportunity to form a junction with Gomez's army, and that there would therefore be perfect co-operation between those two organizations in conducting the war against the common enemy.

AT CHICKAMAUGA CAMP.
Twenty-fourth Infantry Was Among Yesterday's Arrivals.

Chattanooga, Tenn., April 24.—All roads led to Chickamauga today. The immense national park, where are camped nearly 8,000 of the United States regular troops, was the loadstone which drew thousands of people from all the surrounding country, and for the day nearly depopulated Chattanooga. Even before sunrise the stream of humanity had started toward the park, and by afternoon fully 50,000 people were scattered through the vast grounds, watching the incoming soldiers unload and march to their assigned camping places, and noting with interest the different phases of a soldier's life on the field.

The Eighth infantry, from Fort Russell, passed under the lee of the park, and by afternoon fully 50,000 people were scattered through the vast grounds, watching the incoming soldiers unload and march to their assigned camping places, and noting with interest the different phases of a soldier's life on the field.

Mr. Gladstone's condition is one of increasing weakness, though he is more free from pain.

FATALITY AT KEMMERER.

James Spear Fell From a Ladder and Broke His Neck.
(Special to The Herald.)
Kemmerer, Wyo., April 24.—James Spear, a colored man, who had been employed as plasterer at the Hotel Kemmerer for the past three weeks, met with a fatal accident this morning. About 7 o'clock he went to the third story for some blocks to build a fire in his room, which is located on the east end of the hotel, and on coming down the ladder on his return, missed his footing and fell through the well-hole to the basement below, breaking his neck. The deceased was about 40 years of age and leaves a wife and five children, who reside in Poncaville. Coroner Cashin of Evanston has been notified.

Death of Charles Estes.
(Special to The Herald.)
Kemmerer, Wyo., April 24.—Charles Estes died this morning at 10 o'clock of pneumonia of the heart. The deceased had been a resident of this place for the past two months, but for several years held the position as game warden at Jackson's Hole. He was about 35 years of age, and was a native of Indiana. His parents reside at Jackson's Hole, and have been notified today.

Yards at Kemmerer.
(Special to The Herald.)
Kemmerer, Wyo., April 24.—Work was begun this morning on the construction of the cattle pens of the stock yards, which have been located on the spur of the Oregon Short Line running to North Kemmerer.

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Rev. George Lindsay's War Sermon.

Rev. A. H. Henry On the War.

expected in tomorrow morning, including the First Infantry, from the Presidio and Benicia barracks, California; the Second Infantry, from the Montana posts, and batteries C and F, Third artillery, from the Presidio. By tomorrow night it is estimated that close to 10,000 soldiers will be located at the park.

Nearly the entire colored population of Chattanooga and the country around was apparently gathered around the camping places of the Ninth and Tenth cavalry and the Twenty-fifth infantry. The latter was the especial object of homage.

The Twenty-fifth had religious services during the afternoon in the open air. The chaplain, Rev. Theophilus Stewart, preached a sermon to the assembled sable-colored warriors; the regimental band furnished the music. A striking incident occurred at the close of the services. The band struck up "My Country, 'Tis of Thee," and instantly every soldier was on his feet, with his hand raised in salute, while from hundreds of dusky throats the grand words of the American national song poured out. The throngs of people lingering near took up the refrain.

BRITISH NEUTRALITY.

Action Concerning Spanish and American Ships.

London, April 24.—It is announced the Prince of Wales held a council yesterday at Marlborough house on behalf of the queen for the purpose of approving the draft of the neutrality proclamation. It is supposed that the proclamation will be strictly in the line of precedents, calling attention to the British foreign enlistment act, etc., and warning British subjects against blockade breaking or aiding the belligerents in any way.

The foreign office will send to the treasury, the home, colonial and Indian offices, the usual notice prohibiting Spanish and American ships the use of British harbors for warlike purposes.

The coaling question will be met by a provision that belligerents would be supplied at British ports with no more coal than is sufficient to carry them to the nearest port of their own country, or some nearer destination, and no more coal within three months except by special permission. Armed ships will be prohibited from carrying prizes into British ports, including those of the colonies.

AGITATION IN PORTO RICO.

Prices of Food Rising and Talk of a Revolution.

St. Thomas, West Indies, April 24.—According to the latest advices from Porto Rico, the agitation there is increasing and food prices are rising fast. The authorities have taken steps to prevent the departure of refugees. At Mayaguez, 70 miles southwest of San Juan there is talk of a revolution.

Refugees from Porto Rico, who reached here by a schooner this evening, report that the condition of the island is critical. Martial law has been proclaimed and American ships are in danger, as they are without protection.

United States Consul Van Horn here has bought 1,500 tons of coal for the United States government, which will arrive here tomorrow and he is negotiating for more.

GLADSTONE SINKING FAST.

Family Summoned Around The Dying Statesman's Bedside.

London, April 24.—The newspapers say that Gladstone is sinking fast. For the worst was observed last night, and Dr. Habershon and Sir Thomas Smith, surgeon extraordinary to the queen, were hastily summoned. Habershon and spent the night there.

Mr. Gladstone's family has been summoned.

Alarist reports regarding the condition of Mr. Gladstone are circulating tonight. Drs. Dobie and Bliss went to Hawarden this morning and consulted with Drs. Habershon and Smith.

The following bulletin was issued today at 5 p. m.:

"Mr. Gladstone's condition is one of increasing weakness, though he is more free from pain."

OUR SAILORS PLAY HAVOC WITH SPAIN'S COMMERCE

Many Rich Prizes Fall Into the Clutches of Sampson's Vigilant Fleet.

FIVE CAPTURED VESSELS BROUGHT IN,
ONE WORTH NEARLY HALF A MILLION

Three Big Spanish Steamers and Two Schooners Made Up
the List of the Captives.

The Miquel Jover, With Her Cargo, Is Estimated to Be Worth \$400,000.—The Steamship Catalina Caught By the Detroit, After An Exciting Chase—Steamer Saturnina Captured by a Revenue Cutter—Spanish Government Orders the Capture of the Paris, When They Catch Her.

Key West, Fla., April 24.—The gunboat Helena captured the Spanish steamer Miquel Jover early this morning. The Jover's cargo is composed of cotton and staves. The prize is estimated to value \$400,000. She belonged to the Peninsular line, Barcelona.

The Helena did not sail with the fleet on Friday morning, but remained here until today, when she sailed out to sea. She was cruising about 150 miles in a southeasterly direction when the Jover, steering a southeasterly course, hove in sight early this morning. The Helena fired a blank shot and the Spaniard instantly hove to. The gunboat then put a prize crew of 12 marines, an engineer and 16 bluejackets on board the Jover, under the command of Ensign McCallan, who had with him Ensigns Lewis and McFarland. The gunboat conveyed the prize into port. The Jover was bound from New Orleans for Barcelona, via Havana.

Captain Charles V. Munson, employed by the Clyde line at Jacksonville, and formerly with the Ward line and revenue service, arrived here last night, having been called for last Thursday by Admiral Sampson. Captain Munson will take him to the flagship.

According to the Bureau Veritas, the Miquel Jover (in English, the Michael Jover), Captain Bil, is a Spanish steamer, which sailed from New Orleans on April 22, for Barcelona. She was formerly the Port Denison, is bark-rigged, 2,251 tons net register, and was built at Newcastle, England, in 1877. She is 375 feet 3 inches long, has 42 feet 2 inches beam, and is 20 feet 3 inches deep.

The Bureau Veritas has it that her owners are the Empress Trans-Atlantic, of Barcelona.

The Havana agents of the Empress Trans-Atlantic, of Barcelona, the owners of the Miquel Jover, are Balcells & Co., 43 Cuba street. She has a capacity of 5,500 tons, triple expansion engines and an electric lighting system. She is classified A1 by Lloyd's. She has been used as a passenger rather than as a freighter, and has been plying between Havana, Manila and Barcelona, stopping at San Cruz de Tenerife, Santa Cruz de la Palma and Las Palmas, Grand Canary.

ANOTHER FINE PRIZE.

Steamship Catalina of 3,000 Tons Captured After a Chase.

Key West, April 24.—3:50 p. m.—Ensign Christy with a crew of 18 men from the cruiser Detroit and four from the flagship, brought into port this afternoon the captured Spanish steamer Catalina. Captain Fano, 3,491 tons, which left Cadiz March 7, and was bound from New Orleans to Barcelona, via Havana, for which latter port she was captured about 10 o'clock this (Sunday morning), 12 miles from Havana. She was taken by the cruiser Detroit. When the shot was fired her captain, in a desperate effort to escape his pursuer, and the chase was prolonged for eight miles. Finally a solid shot brought her to. She is carrying a cargo of 6,000 bundles of staves.

The Catalina, which was the property of Pinillos, Iquiquido y Cia, of Cadiz, was built in 1893, and was serviced in New York in October of that year. She is 410 feet in length, 45 feet in breadth and 23 feet in depth of hold. She is a steel vessel with six bulkheads. According to the Bureau Veritas her gross tonnage is 5,231 and her net 3,051.

SCHOONERS CAPTURED.

One Loaded With Charcoal and the Other With Sugar.

New York, April 24.—A dispatch to the Press from Key West says: The gunboat Wilmington today captured the Spanish schooner Candilla, with a deckload of charcoal intended for Havana, where it is extremely valuable for fuel.

At this writing the Cushing is bearing down on a schooner to the south-east. The breeze is slow, and while she has on all sail, the Cushing will overhaul her shortly. She has the start, but the Cushing has the steam. The torpedo boat Porter today captured the Spanish schooner Antonio, laden with sugar for Havana. The Antonio was sent to Key West with a prize crew of four men under Naval Cadet Dubois.

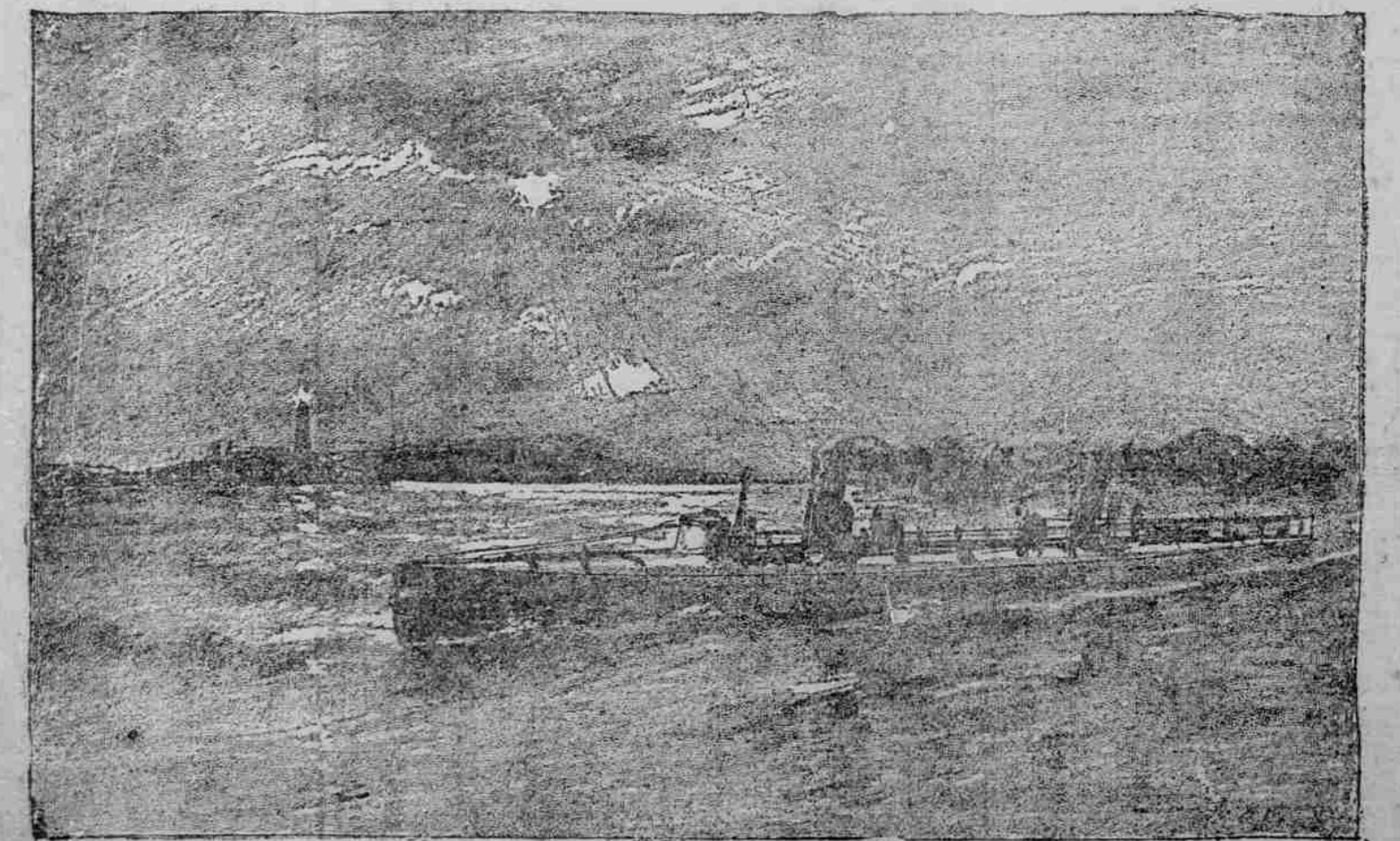
The torpedo boat Porter, commanded by Lieutenant Fremont, is doing great work and if she keeps on at this rate her crew will have no end of prize money to divide.

The Detroit's capture of the Catalina was effected while none other of the ships of the fleet were in sight, so the Spaniard is the Detroit's exclusive prize and her crew gets all the prize money.

ANOTHER TAKEN IN.

Spanish Steamer Saturnina Captured at Ship Island.

Atlanta, Ga., April 24.—A special from Bloxi, Miss., says the revenue cruiser cutter Winona, from Mobile captured the Spanish steamer Saturnina at Ship Island, Miss., at 1



AN AMERICAN TORPEDO BOAT ON A NIGHT SCENE OFF HAVANA HARBOR.